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Price (including Postage) to any
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No. 16,708.

號八廿月一十年六十壹百九千壹

HONGKONG, TUESDAY, NOVEMBER 28, 1916.

長丙次歲年五國民華中

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A. S. WATSON & Co. Ltd.
WINE & SPIRIT MERCHANTS,
HONGKONG
Tel. 316.

HONGKONG POLICE RESERVE.

RELIEF POINTS, CENTRAL DISTRICT.
The following is to be inserted in
Standing Orders Book (page 6) —
(94.) In the Central Police District
Second Shift patrolmen will relieve first
Shift patrolmen at the Points indicated
on the notice appearing on the Board in
the Side Room, Central Station.
RECORD OF CASES, OCCURRENCES, &c.
The attention of all ranks is drawn to
S.O. 10. The reporting of Cases is neces-
sary in order that every member's Record
of Service may be kept complete.
POLICE RESERVE SCHOOL.

CLASSES.

Class I.—All Inspectors and Sergeants
of No. 1 Company, the Mounted Police
and Maxim Gunners.
Class II.—All Inspectors and Sergeants
of No. 2 Company.
Class III.—All Inspectors and Ser-
geants of No. 3 Company.
Class IV.—All Inspectors and Ser-
geants of No. 4 Company, and the
Ambulance Platoon.

DATES.

Class I.—Monday, Dec. 4th, Tuesday,
Dec. 12th, Monday, Dec. 18th, Wednes-
day, Dec. 27th.
Class II.—Wednesday, Dec. 6th, Mon-
day, Dec. 11th, Tuesday, Dec. 19th,
Friday, Dec. 29th.
Class III.—Friday, Dec. 8th, Wednes-
day, Dec. 13th, Thursday, Dec. 21st,
Thursday, Dec. 28th.
Class IV.—Tuesday, Dec. 5th, Thurs-
day, Dec. 14th, Friday, Nov. 22nd,
Wednesday, Dec. 27th.

NO. 1 AND 2 SECTIONS OF NO. 1 COMPANY.
For the purpose only of carrying out
Standing Order No. 87 (c) concerning
leave from Parades, Crown Sergeants
Kustace and Willis respectively are to be
deemed "Unit Commanders."

REPORTED FOR DUTY.

P.C. 551 Silva, on reporting for duty
resumes his former rank of Crown Ser-
geant as from this date.

(Sgd.) F. C. JENKIN,
D.S.P. (R.).

PATELL & CO. Importers-Exporters AND Commission Agents HONGKONG.

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Steel Building Work of every Description.
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INJECTORS AND STEAM PUMPS.
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ALL THE YEAR ROUND.

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AND
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TOTAL FUNDS AT 31st DECEMBER, 1914.

—Authorized Capital \$2,000,000
—Subscribed Capital \$2,500,000
—Paid-up Capital \$2,437,500
—Fire Funds \$3,377,047
—Life & Annuity Funds \$1,767,590
—Sinking Fund Account \$28,230
\$23,970,367

Revenue Fire Branch \$2,881,466
" Life and Annuity 2,141,593
Revenue Marine Department 337,232
Other Receipts 475,940
\$5,836,231

The Accumulative Funds of the various
Branches are separately invested, and, by
Act of Parliament, are set aside to meet
the claims under the respective Depart-
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It soothes the inflamed Lungs and Bronchial Tubes,
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Hongkong, April 11, 1912.

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A FIRST-CLASS FAMILY RESIDENTIAL AND TOURISTS HOTEL.
Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies
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Terms:—From \$5 per day. Men. Telephone add.: "Peacocks"
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HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG
TUESDAY, 28th NOVEMBER.
8 A.M. 'FATSHAN' 8 A.M. 'HEUNGSHAN'
10 P.M. 'HEUNGSHAN' 5 P.M. 'HONAM'

WEDNESDAY, 29th NOVEMBER.

8 A.M. 'HONAM' 1 A.M. 'FATSHAN'
10 P.M. 'FATSHAN' 5 P.M. 'HEUNGSHAN'

Single Fare by Night Steamer \$ 6.00
Return Fare by Night (available also for Return by Day Steamer) 11.00
Single Fare by Day Steamer 8.00
Return Fare by Day Steamer 9.00

HONGKONG-MACAO LINE.

S.S. 'TAISHAN' Tons 2000. S.S. 'SUI TAI' Tons 1850
HONGKONG TO MACAO.
Week days at 8 A.M. and 9 P.M. from the Company's Wing Lok Street Wharf.
Sundays at 9 A.M. and 1 P.M. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 A.M. and 9 P.M. Sundays at 7.30 A.M. and 3 P.M.

EXCURSION TO MACAO.

SUNDAY, 3rd DECEMBER.

The Company's Steamship "TAISHAN."

N.B.—The Company will also run a steamer from Macao on Sunday morning at
7.30 A.M. and from Hongkong at 1 P.M., from the Company's Wing Lok Street
Wharf.

CANTON-MACAO LINE;

SERVICE SUSPENDED

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
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S.S. 'SAINAM' 558 Tons, and S.S. 'NANSHING' 468 Tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the
same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to
Hongkong or vice versa by the Company's direct Steamers 'LINTAN' and
'SANTU'. These vessels have superior Cabin accommodation and are lighted
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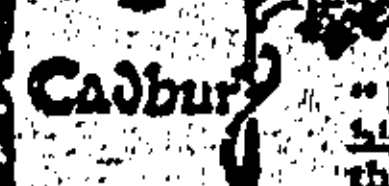
Town Office, 43, CORNHILL ROAD, HONGKONG. Telephone No. 459.
Shipyard: Shun-Tai-Po, Kowloon, HONGKONG. Telephone No. 2.
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WONG PING WA, Manager
Hongkong April 1, 1912.

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Medical Magazine, March, 1912

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INTIMATIONS

G. R.
SANTARY BOARD OFFICE.
HONGKONG.
TO THE
OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYE-LAWS (as amended), every Domestic Building or part of such building within the EASTERN Division of the City of Victoria, and the EASTERN Division of Kowloon and New Kowloon, occupied by Members of more than one family, except those within the Rumpus Reservation or in Kowloon South of Austin Road or those parts of a Domestic Building used as a Shop, Office or Godown, must be CLEANSED and LIMEWASHED THROUGHOUT by the Owners during the months of October and November.

N.B.—The word "throughout" used in this Notice means that the houses should be limewashed in respect of all the Walls of each Room, all Ceilings, Partitions, Stair Casings and Stair Linings, all Ceilings and the Undermines of Roofs in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.

The Backyard must have its Containing Walls limewashed up to the level of the First Floor.

Carved, Painted or Polished Woodwork in good condition, however need not be limewashed, but must be Cleaned.

The Board is prepared to limewash FREE OF CHARGE a limited number of Buildings in these Divisions. OWNERS who desire to avail themselves of this offer should apply in writing to the Secretary on or before the 14th October.

Choice among applicants will be in the absolute discretion of the President.

The EASTERN Division of the City of Victoria is bounded on the West by Gillman Street and Peel Street.

Kowloon is divided into the Eastern and Western Divisions by Nathan Road and a straight line drawn from the North end through the Yaumati service reservoir to the Northern Boundary of Kowloon.

Dated this 21st day of November, 1916.

W. BOWEN-ROWLANDS,
Secretary.

SECOND 5% RUSSIAN INTERNAL SHORT TERMED LOAN OF 1916 FOR ROUBLES 3,000,000,000

THE Subscription to the above LOAN will be opened from 14th November to 29th December, 1916.

The price of issue is 95 per cent. The Loan is entirely free of Income Tax and other taxation.

The Loan is redeemable at par on 14th October, 1925, without option for the Russian Government to convert it at an earlier date.

Coupons are payable half yearly on the 14th of January and 14th of July. From 14th October, the interest accrued on date of subscription must be taken into consideration and is to be added to the price of issue.

The Russo-Asiatic Bank in Hongkong is ready to accept applications for the above named Loan.

Special favourable rates will be quoted for Russian Exchange.

Payment may also be made in Roubles. Applications will be wired to Petrograd free of telegraphic charges and commission.

40 per cent. only of the cost of the Bonds may be paid on application, the balance to be paid on receipt of the Bonds.

The Bank is also ready to give every facility to subscribers in the shape of advances against the scrips.

G. TISDALL,
Manager.

RUSSO-ASIATIC BANK.
Hongkong, Nov. 7, 1916. 1253

SILIMPON (SEBATTIK) COAL

THE Undersigned having been appointed AGENTS for the COWIE HARBOUR COAL CO., LTD., are prepared to quote prices for best quality SILIMPON COAL (either cargo or Bankers) or SANDAKAN (British North Borneo).

SILIMPON COAL compares favourably with the better grades of Japanese Coal and gives good results on a very moderate consumption.

Steamers calling at SEBATTIK or SANDAKAN exclusively for SILIMPON COAL (either cargo or Bankers) are exempt from payment of all Port charges.

At Sebatik Steamers are berthed alongside the Company's wharf where there is a minimum depth of 27 to 28 feet at low water Spring Tides.

Charts of Sibuko Bay (Sebatik Harbour). Prices and all other information concerning the Port can be had on application to the Agents.

BRADLEY & CO., LTD.,
Agents Cowie Harbour Coal Company, Limited. 1257

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European Officials and Merchants in this Colony for ten years. He has a good method of teaching Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language, are requested to write c/o "China Mail" Office or direct to No. 103, Wellington Street, second floor. 1251

INTIMATIONS

HILDESHEIM MISSION FOR
BLIND GIRLS.

THE "BLINDENHEIM" and the "EBEN-EZERSCHOOL" will have their ANNUAL SALE of hand-knitted articles from the 27th of Nov. till the 2nd of Dec. between 9.15 a.m. and 5.30 p.m. in the lower rooms of the REXHIM Mission Chapel, Bonham Rd., opposite St. Stephen's College. All friends and those who are interested are cordially invited.
Hongkong, Nov. 23, 1916. 1254

HAMS.

WE HAVE just received a Consignment of FINEST ENGLISH HAMS (average weight 12 to 13 lbs.) in Tins. These Hams are cooked by Patent process whereby they retain all their natural flavour and nourishment. No bones, no waste, the Hams being ready for Table. Price 70 cents per pound for cash.

H. STEPHENS & CO.
18/22, Queen's Road, Central.
Hongkong, Nov. 25, 1916. 1255

A. BUNE
IN LIQUIDATION.

CREDITORS are required to send in their Claims to the Undersigned on or before THURSDAY the 30th November, 1916.

Dated the 14th November, 1916.
W. G. HUMPHREYS & Co.
No. 16 Queen's Road, Central.
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DEC. 2-10, 1916.

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7349 (The Ladder of Roes ... " Bell Solo (Teddy Tail March ...)

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and therefore a delight to the heavy
smoker without the slightest fear
of any disagreeable after effects.

SAVE THE COUPONS.
THEY ARE VALUABLE.

LORD HALDANE'S BERLIN MISSION.

COUNT REVENTLOW'S DISCLOSURES.

It is stated that the Government intend to publish a series of diplomatic dispatches which passed between this country and Germany during the six years before the war, which will throw light on the relations then existing between the two countries, and satisfy the world that England adopted a policy of appeasement.

No doubt Lord Haldane's despatch from Berlin as a result of his famous mission will be included in this new Blue Book.

Count Reventlow, in the new edition (the fourth) of his book, "Deutschlands Auswärtige Politik, 1888-1914," has some reference to the Haldane mission and the relations between the two countries at that time.

THE INCREASE OF ARMAMENTS.

Count Reventlow writes on the subject as follows:—

Acting on an intimation which was believed to have emanated from the German representatives at the beginning of February or end of January, 1912, suggested that the British Government should send a member of the Cabinet to Berlin, in order to consider the matter (the increase of armaments), more freely.

The suggestion was accepted, and about the middle of February Lord Haldane arrived in Berlin on a private mission. As the German Chancellor repeated in a speech in August, 1915, "Lord Haldane assured me of the upright desire for an understanding on the part of the English Cabinet."

Lord Haldane, in July, 1915, when speaking of this visit, said that in Germany there were at that time "strong influences at work in favour of war, and he considered that it was his duty to do all that he could to bring about a friendly feeling."

"I knew something of Germany. I knew the perils of the situation, and the powder magazine was, and I was most anxious that the unjust and untrue suspicions should be got out of the minds of a certain party in Germany."

It was not to be; the War Party, dominated, Haldane did his utmost; but his, as well as the Cabinet's, "upright desires," were only empty figures of speech.

Baron Reventlow then states that Lord Haldane, after the first Moroccan crisis in 1906, visited Germany and studied German military methods. The author continues:—"Acting on the foundation that he had laid from his studies in Germany in this direction, he worked for six years on the organisation of the British Army, especially in connection with those expeditionary forces which at a given moment were to be sent to the mainland to attack Germany."

So when he came again to Berlin in 1912 he was considered a true friend of Germany; he expected confidence and he received it. As the Imperial Chancellor has related:—"Haldane was much depressed by our imminent naval programme. I asked the English Minister whether an open understanding with us, an understanding which would not only prevent an Anglo-German war, but also a world-war, was not of more value to him than a few German Dreadnoughts more or less."

Personally Lord Haldane appeared to agree with me. He then asked me whether, free from any fear of England, Germany would not fall upon France and destroy her. I answered that the peace policy which Germany had followed for more than 40 years should be sufficient to protect us against such an insurrection. We had had the best of occasions during the Boer war, Russo-Japanese war, as well as during the Moroccan crisis, to satisfy any desire for war that we might have had, but, on the contrary, we showed all the world how sincere was our love of peace.

I told him, ardently desired peace with France, and was so unlikely to attack France as she was any other country, on Lord Haldane's return to London.

negotiations were proceeded with. Lord Haldane was therefore depressed with the German naval programme.

THE GERMAN NAVAL PROPOSALS.

Haldane, says Baron Reventlow, had, among other instructions from his Cabinet, express directions to being about an alteration in the German naval proposals if possible. When the proposals in March, 1912, were published it was soon that only three new ironclads were projected, and the building of two of these only decided upon for a specified year, and that no decision as to the third as well as to the building of a small cruiser had been arrived at. Nothing had come of the desired rapid strengthening of the German navy. The Bill, apart from the organisation details which have since been used in connection with the reserve fleet, and an increased number of submarines, hardly helped the navy. It did not bring about the thing which she so urgently needed—great ironclads. During Haldane's visit the navy programme was reduced to more than half. After this undoubted English victory negotiations for the understanding between the two Great Powers, so much desired by Germany, were proceeded with. Haldane went to Berlin by the respective Ambassadors.

Lord Grey and the Prime Minister have explained the course of the negotiations, and why England could not accept the German formula, which would have tied our hands in the case of an attack on Belgium and an attempt to crush France.

COSTLY FIRES IN LINERS.

There has been quite an epidemic of fires among liners in various parts of the world, which is likely to cost the insurance market a very considerable sum. The most serious case appears to be that of the American liner Antilla, of 8,600 tons, belonging to the New York and Cuba Mail Steamship Company, and insured on a value of £55,000 which was reported to be on fire 120 miles off Cape Henry, necessitating the abandonment of the vessel by the crew, which, it is announced from New York, have been saved.

A second notable case is that of the fine Japanese liner Seishu Maru, of 6,000 tons, belonging to the Osaka Shosen Kaisha, reported to be on fire at Yokohama. The liner had arrived from San Francisco, is insured on a value of £100,000, and, according to Lloyd's agent, serious damage is anticipated.

Yet a third case is that of the American steamer Croton Hall, of 5,700 tons, valued at £130,000, in which a fire broke out while "discharging" cargo at Montevideo on the voyage from New York for Buenos Aires. The passengers were landed and the vessel was ordered to the roads, where efforts were to be made to extinguish the outbreak.

Again, considerable damage appears to have been done by fire to the hull and cargo of the fine Italian liner Milano at Foz de.

LOSING WEIGHT BY THE POUND

"Under Weight" a condition of ill-health, shows your assimilative powers are decreasing.

WATERBURY'S
METABOLIZED
COD LIVER OIL
COMPOUND

Supplies the blood with the wanted nourishing and healthy flesh-building materials. Very palatable.

OF ALL CHEMISTS

PRICES: \$1.25 and \$2.25.

INTIMATIONS



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SHOULD NOT BE NEGLECTED.

At the first symptom of eye strain you should consult us. We test eyes scientifically and fit glasses to individual requirements.

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SCIENTIFIC OPTICIANS
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SINGON & CO.

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IRON STEEL, METAL AND HARDWARE, BIRCHMOUNT, Wholesale and Retail Ironmongers, Fig. Iron and Foundry Coke Importers, General Storekeepers and Shipchandlers Nos. 25 and 27, HING LOOKE STREET, (2nd Street, we of Central Market) Telephone No. 516. Hongkong September 4, 1915.

HONGKONG & WHAMPOA DOCK Co., Ltd.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG

Codes Used: A-1, A. B. C. Fifth Edition, Engineering First and Second Editions, Western Union, and Western.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Founders, Forge Masters, Electricians.

ACUTLYRE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained workmen under expert European supervision.

All classes of light steel work manufactured by the above process, Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLITS ARE AS FOLLOWS

NAME OF DOCK OR SLIT	LENGTH ON KEEL BLOCKS	DEPTH OVER GUNWALE	DEPTH OVER ORDINARY SPRING TIES	SIZE OF TIE SPRINGS	SIZE OF TIE SLITS
KOWLOON					
No. 1 Dock, Kowloon	777	10' 6" to 10' 8"	10'	7" x 9"	7" x 9"
No. 2 Dock, Kowloon	811	10' 6" to 10' 8"	10'	7" x 9"	7" x 9"
No. 3 Dock, Kowloon	811	10' 6" to 10' 8"	10'	7" x 9"	7" x 9"
Patent Slip, No. 1, Kowloon	257	10' 6" to 10' 8"	10'	7" x 9"	7" x 9"
Patent Slip, No. 2, Kowloon	257	10' 6" to 10' 8"	10'	7" x 9"	7" x 9"
TALKING-THU					
Wharves and Docks					
ATKINSON					
Cable Dock	430	10' 6" to 10' 8"	10'	7" x 9"	7" x 9"
Launch Dock	222	10' 6" to 10' 8"	10'	7" x 9"	7" x 9"

HEAD OFFICE: KOWLOON

Telephone No. 11

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THE WAR.

LATEST TELEGRAMS.

(Reuter's Service to the China Mail.)

THE STRUGGLE IN RUMANIA.

INTERESTING GERMAN ADMISSIONS.

LONDON, Nov. 27. The Times correspondent at Amsterdam reports that a German correspondent, telegraphing from General von Falkenhayn's Headquarters, admits that the Rumanians succeeded in rescuing all their artillery from Cricova, including their heavy guns.

The special correspondent of the *Frankfurter Zeitung* on the Rumanian front reports that the further advance of the Germans beyond the Alt may be delayed owing to the condition of the roads.

THE RUMANIAN RETIREMENT.

A Rumanian communiqué states: We retired from the Alt and Topolos a little eastward. Violent engagements are taking place in the direction of Smardian.

A Russian communiqué states: Retreating Rumanian detachments are utilizing the natural features of the country in resisting the enemy's advance in West Wallachia.

After crossing the Danube at Zimnitza, the enemy occupied positions on the river side between Valeni and Rusendevide.

GERMAN COMMUNIQUE.

A German official report says: We have taken Alexandria, fifty miles west of Bucharest.

THE BALKAN ZONE.

PARIS, Nov. 27. A communiqué states: The Serbians have repulsed a Bulgarian counter-attack on the Cerna front with sanguinary losses.

There is violent reciprocal artillery activity north of Monastir.

The Italians continue to advance in the hilly region of Divo on our left wing.

LATER.

An Italian communiqué relating to the Macedonia campaign says: Our troops are breaching down the stubborn resistance of the enemy and have captured two heights south-west of Nizopolis.

SERBIAN SUCCESSES.

ELITE OF GERMAN TROOPS DEFEATED.

PARIS, Nov. 27. A Serbian official announcement states: The Franco-Serbian have carried by assault Hill 1,050 which is a most important strategic point. The elite of the German troops were defending and had been instructed to hold it at all costs. Several counter-attacks were launched regardless of losses, and these were all repulsed.

THE WESTERN FRONT.

BRITISH ARTILLERY ACTIVE.

LONDON, Nov. 27. General Sir Douglas Haig reports: Our artillery is active at La Bassée.

THE FRENCH FRONT.

PARIS, Nov. 27. A communiqué states: There has been the usual cannonade in the Somme and the Douaumont-Vaux sectors. Calm has prevailed elsewhere.

A French aeroplane successfully bombed aerodromes at Guizancourt and Maligny.

THE ITALIAN FRONT.

LONDON, Nov. 27. An Italian official announcement states that there are torrential rains in Trentino.

TALK OF MASSACRE IN GREECE.

ATHENS, Nov. 27. A Royalist friend has warned Reuter's Correspondent that he had better remove to some unknown address till after December 1st.

Apparently the correspondent figures in the Royalists' list of undesirables. It is not seriously believed that there will be trouble, but Royalist officers openly talk of a massacre if the Allies have recourse to force.

THE FRUSTRATED NAVAL RAID.

A DRIFTER'S EXPERIENCE.

LONDON, Nov. 27. The experience of the drifter mentioned in connection with the attempted raid on Ramsgate by German destroyers makes thrilling reading.

According to correspondents, the drifter saw a German destroyer loom up in the darkness not 200 yards away. The drifter was about to hail it when a shot whizzed overhead. The little boat was no match for a destroyer. Her only chance was to turn and make for home.

This she did, followed by a succession of six shells directed too high. The light at the mizen afforded the target at which the German fire was aimed. One of the crew of the drifter shewed splendid heroism. He seized a piece of sack with the intention of covering the lamp, and was on his way to carry out this intention when another shot carried the mizen away entirely. In store in the ship's boat and tore a hole in the cook-house roof, finally exploding over the sea. When the light disappeared the enemy evidently thought he had sunk the vessel, for the drifter was not molested further and returned to port showing but little sign of the adventure.

AN INTERESTING SUBMARINE STORY.

PARIS, Nov. 27. An Admiralty communiqué says the following incident is interesting as showing what occurs when German submarines depart from their ordinary practice of sinking all ships they encounter.

A submarine, on the 13th inst. placed a prize crew on board the Norwegian steamship *Older*, bound from Newport to Gibraltar, and proceeded with the usual piracy of other ships.

The *Older* subsequently departed for Germany, but was recaptured by a British warship, despite attempts made to blow her up. She was brought into a British port and the prize crew were made prisoners.

AUSTRIA'S AIM.

FORCIBLE CONSCRIPTION OF SOUTHERN SLAVS.

LONDON, Nov. 27. The Times understands that the Emperor Charles will shortly be crowned at Budapest as King of Hungary and the new Kingdom of Croatia, Slavonia and Dalmatia, which will be under the control of the Magyars. This obviously aims at the forcible conscription of the southern Slavs, like Poland.

WAR PRISONERS IN SWITZERLAND.

ARRANGEMENT TO REPATRIATE PRISONERS OF WAR.

LONDON, Nov. 27. In the House of Commons Mr. Hope announced that he understood that Germany has accepted the British proposal for the repatriation of the British and German prisoners of war in Switzerland if they are totally unfit for military service.

SUBMARINE PIRACY.

LONDON, Nov. 27. Mr. Asquith, replying to a question in the House of Commons, assured the House that the repatriation of war prisoners by the enemy was engaging the unremitting attention of the Government. All possible steps were being taken to prevent such a course.

SMUGGLING FOOD INTO GERMANY.

AMSTERDAM, Nov. 27. In consequence of the frequent smuggling of "food for Belgium" into Germany, Belgian Customs officers and civilians searched trains on the frontier and confiscated cartloads of pigs and bacon.

Germans on the other side of the entanglements stoned the Belgians, and German sentries intervened. A smuggler was killed and many Belgians wounded.

LATEST EDITION.

STOP PRESS NEWS.

(Reuter's Service to the China Mail.)

AIR RAID ON NORTHERN COUNTIES.

LONDON, Nov. 27. The Press Bureau announces that hostile airships crossed the north-east coast last night.

Bombs were dropped at several places in the northern counties. There are no reports of casualties or damage.

THE CHIT SYSTEM IN MALAYA.

OBJECTIONS TO THE FEDERAL EXCISE ENACTMENT.

At the Federal Council meeting at Kuala Lumpur recently, the Excise Enactment, 1915, Amendment, Enactment, was introduced on a certificate of urgency.

In an exhaustive explanation the Acting Legal Adviser mentioned that the object of the bill was, first, to prohibit the sale by retail of intoxicating liquor, beer and toddy upon credit; and secondly, to afford further protection to the public from the sale by licensees of toddy shops of liquor unfit for consumption. Further amendments which would be proposed in committee were designed to delete the provision in the principal Enactment that the sale of beer for consumption elsewhere than on the premises of the vendor should not constitute an offence, and to make provision for the issue of beer-shop licenses for the sale by retail of beer. It was also proposed to fix a minimum penalty of \$50 for offences.

The Hon. Mr. Payne-Gallwey objected to the bill on the ground that when giving a dinner to a party of friends at a hotel for instance, he would have to pay cash for the drinks, instead of being able as at present to settle for the whole lot afterwards.

The Hon. Mr. A. N. Kenion made a similar objection, stating that Europeans in this country had not been in the habit of paying cash within their own homes. Referring to the proposed amendments as to the sale of beer, one of the chief delights of this country, he said that wherever he went he could find a small Chinese shop where he could purchase a bottle of that innocent and refreshing beverage of beer, but if the present proposals were carried hundreds of these would disappear.

H. E. the High Commissioner pointed out, at the committee stage, that the new provisions as to beer were not designed to produce revenue, and he was quite willing to agree that the licence should not be higher than a dollar.

The Hon. Mr. Payne-Gallwey by that beer was the only absolutely safe drink for a European travelling on unbeaten tracks.

The Acting Legal Adviser suggested that even that was not perfectly safe. Eventually the High Commissioner agreed that the amendments as to beer should be dropped.

Officials further pressed their point to credit, the Hon. Mr. Payne-Gallwey said that Europeans had not usually carry money about. Indeed, they were particularly requested by the Government not to do so.

Eventually it was decided to add a proviso as follows:— "Provided always that nothing in this section contained shall extend to prevent any innkeeper from keeping an account with a lodger in which any charge for liquor may be included and recovery of the amount thereof in court."

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SARATOV DIVISION.

By arrangement with the Officer Commanding the Hongkong Volunteer Reserve, and with the sanction of H.E. the Officer Administering the Government, the Saratov Division of the Brigade is attached to the Hongkong Volunteer Reserve for duty as required.

Subject to confirmation by General J. C. Dalton, Chief Commissioner, Dr. William Brownlow Aale Moore is appointed Divisional Surgeon in charge of the Saratov Division.

(Sd.) E. BALYAS, Officer in Charge of District.

SHELL MAKING.

[CONTINUED.]

It is not only in the great centres of the Steel Industry such as Sheffield, Birmingham, Newcastle and the Clyde, that the nation has shown its determination to give our armies a fair chance of competing with the splendid organization of Germany, but in works all over the country, —Agricultural implement works, Hosiery factories, Railway works, Motor Car works and many others—shells and fuses and other munitions of war are now being turned out in quantities which two years ago were unthought of, and with the help of operators who before the war had never seen a shell or worked a lathe in their lives. These works constitute the three or four thousand "controlled establishments" of the Ministry of Munitions, the control taking the form of preventing strikes on the part of the workers, and excessive profits on the part of employers.

Besides the "controlled establishments" there are some forty or fifty national shell factories, financed by the Ministry of Munitions, but managed by Local Committees, or by firms having previous munition experience.

The shells they make are of all sizes, from the three inch or eighteen pounders of the Field guns, to the eighteen inch howitzer shells now reported in use on the Somme front; they are in many varieties; armour piercing, high explosive, shrapnel, lacrimatory. Different shops adopt different methods of manufacture, and it would need many volumes to describe them all, but it will serve the purpose of giving a general idea of what the business of shell making is like, if a particular shop making a particular shell is taken as a sample.

The shop in question is one of the forty National Shell Factories already mentioned and the shell is the 4.5-inch high explosive howitzer. The completed shell, ready for firing, is filled with high explosive and has a brass fuse screwed into its nose to detonate this high explosive; it must also have a brass cartridge carrying the propelling charge, but the Factory dealt with makes only the plain "shell bodies," and it is their manufacture that will be described in this article.

The raw material—forged steel—comes to the works in "billets" of the shape of an ordinary glass tumbler, about fifteen inches long and five inches diameter, and nearly one inch thickness of metal and weighing about 50 lbs. This is a good weight, as in many of the operations the operator has to lift more than one hundred shells a day, on to the machine and down again; the 4.5 shell is the heaviest for which hand power alone is used.

The first operation is to cut off the uneven open end of the billet, this is done in a special parting machine, in which a cutter revolves round the shell and feeds inwards till the shell wall is cut through.

The shell then goes to a drilling machine, and a centre hole is formed in the closed end.

Rough turning is the next operation; this is done on a lathe, to about one sixteenth inch of the finished diameter; the open end of the shell is held by an expanding mandrel on the fixed headstock of the lathe, the centre on the loose headstock being in the centre hole made in the last operation, the turning is done in one cut, sometimes as much as three eighths of an inch deep.

The cavity has then to be bored, this is done in a turret lathe, two cutters being used for the bore which for high explosive must have a smooth finish, a third cutter chamfers off the open end of the shell to a standard length from the end of the bore.

The shell is now cut to a standard length by turning the necessary amount off the closed end, leaving the centre hole on a projection of one and a quarter inch diameter.

Up to this stage the shell has retained its plain cylindrical shape; it has now to have the conical nose formed; this operation is called "bottling." The open end of the shell is pushed into a gas fired furnace and when sufficiently hot, is put under a hydraulic press carrying a conical cast iron die which squeezes the red hot metal into the required shape.

The "bottling" process leaves the shell with a rough nose and an orifice of about one inch diameter, and the next operation consists in drilling and boring this orifice to form a "lapping hole" for the two inch screw of the fuse, this is done on a turret lathe; a twist drill first roughs out the "fuse hole," the next tool holder on the turret carries a roughing cutter for this hole, and a roughing cutter for reducing the shell to standard length; a third holder carries the finishing tools for these operations, the standard length being measured from the inside of the shell; a cross slide carries a "scraping" tool for finishing off the inside of the nose of the shell which has been roughed in by the bottling process.

The shell is then turned on a lathe to the finished shape, and the finished shell is then sent to the Ministry of Munitions.

the minimum 4.44 inches. The operation is performed on an ordinary lathe by means of a "form" attached to the cutting tool, which guides the cutting tool along the proper curve of the shell nose.

The next operation is to reduce the shell to 23 lbs. weight, which is the standard at this stage; it is done by turning off the required amount from the base of the shell, which at this stage weighs 9 ounces per one eighth inch of length. The screw thread in the fuse hole is then formed, being roughed in a thread milling machine and then finished with a tap worked by hand gearing.

A recess about three eighths of an inch deep has now to be formed in the base of the shell, into which a "base plate" is afterwards rivetted; it seems at first sight rather waste of time to take out this metal and replace it by other metal, but an examination of a few hundred shells will soon show a reason; the class of steel of which these shells are made is liable to a defect called "piping," sometimes it is an absolute cavity, sometimes a honeycomb formation, but it always occurs in the centre of the base which is from three quarters to one inch thick; the forming of the base plate recess discloses any such flaw, and when one is found the shell is scrapped. The recess is formed in an automatic lathe in three cuts by tools set in the turret; a fourth cut from a tool on the slide rest reduces the length of the shell by one eighth inch leaving a bead of metal at the edge of the recess which is afterwards rivetted over to hold the base plate in position.

The groove for the copper driving band has now to be formed, this groove is about one and a quarter inch wide and one eighth inch deep, and is half an inch from the base of the shell; its sides are undercut to form a dovetail to hold the copper, and three waved ridges are formed in the groove to prevent the band rotating. The work is done on a lathe with revolving tool rest, the groove is first roughed but, the undercutting is done by a tool with double cutting edges, which is traversed to undercut first one side of the groove and then the other. The waving is formed by means of a "form" cutter which is fed inwards by hand and receives the necessary lateral movement by means of a grooved cam revolving with the shell and, by means of a cone fitting in the groove, alternately pushing and pulling the slide rest along the lathe bed.

The shell is now polished internally and washed and goes through its preliminary examination. After it has been passed and stamped by the examiners, the base plate is rivetted in by level in a lathe. A small screw hole is formed near the nose of the shell to carry a "grab screw" to hold the fuse in position. The copper band has then to be pressed on; it is first forced over the body of the shell and when it reaches the groove, is held there by being driven in, in two or three places, by a hammer. The shell is then placed vertically in the press which has six dies actuated by hydraulic pressure, which close upon the band and press it into the groove.

The shell then goes into the varnish room, where it is steamed and varnished internally and put into a hot room to "dry." The copper band is then turned to a somewhat complicated pattern, which it is assumed experience has found most suitable. Starting from the surface of the shell body, it swells in a finely serrated sloping surface till, at about the middle of its width, it projects about one twelfth inch; the remainder of the band consists of two grooves with intervening ridges of varying size.

Then comes the final examination, the shell has to be measured or "gauged" in every direction and as to every detail, to see that it agrees with the design within certain prescribed limits. The variation allowed in diameter of copper driving band is only half a hundredth of an inch; it will easily be understood that this is an important point, as it is this copper band which is forced into the rifling of the gun barrel, and should there form a tight joint and while causing and allowing the shell to revolve should prevent the escape of the gases formed by the firing of the propelling charge till the shell has left the gun. Nearly a quarter of an inch is allowed in the extreme length which is about thirteen and a quarter inches, and five hundredth in the thickness of the shell wall, which is just over half an inch. The shell has to be weighed, and it should weigh—the finished shell body—only without the fuse or explosive charge—an average of 27 lbs. 8 oz. with an allowance of 3 oz. above or below this. It then goes into bond to be sent eventually to the firing factory.

The Factory to which the foregoing description refers, is one of the forty or more set up by the Ministry of Munitions. A suitable building was fortunately available, but it had to be entirely fitted up. A start was made with old lathes bought or hired in the neighbourhood. When new machinery came in most of the best stamp "War Finish," which meant that too much could not be expected of it in those times of rush. Work was started in the Summer of 1915, but of course several months were employed in fitting up machinery, and it was not till the end of the year that shells were produced. However by the middle of 1916 the production had reached 1000 a day. About 300 women and 200 men are employed on each shift and two ten hours shifts worked. No figures can be given as to the actual cost of this factory, but it is satisfactory to see that the Ministry of Munitions, that the cost of 4.5 inch shells has been reduced from 65 shillings to 35 shillings, and more still, and that the cost of 3 inch shells has been reduced from 15 shillings to 10 shillings, and that the cost of 2 inch shells has been reduced from 10 shillings to 5 shillings, and that the cost of 1.5 inch shells has been reduced from 5 shillings to 2 shillings, and that the cost of 1 inch shells has been reduced from 2 shillings to 1 shilling, and that the cost of 0.5 inch shells has been reduced from 1 shilling to 0.5 shilling, and that the cost of 0.25 inch shells has been reduced from 0.5 shilling to 0.25 shilling, and that the cost of 0.125 inch shells has been reduced from 0.25 shilling to 0.125 shilling, and that the cost of 0.0625 inch shells has been reduced from 0.125 shilling to 0.0625 shilling, and that the cost of 0.03125 inch shells has been reduced 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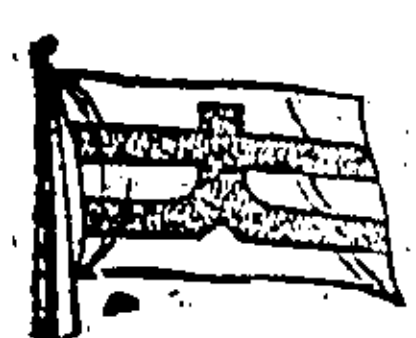
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S.S. "KUNAJIRI MARU" Capt. T. Hameda, Friday, 1st Dec., at 7 a.m.

JAVA LINE. FOR MANILA, SANDAKAN, MACASSAR, SAMARANG, SOURABAYA & BATAVIA.

S.S. "YERIMO MARU" Capt. Y. Ishikawa, Thursday, 7th Dec., at Noon.

FORMOSA LINE. FOR TAMSUI, KEELUNG, ANPING TAKAO, VIA SWATOW, AND AMOY.

S.S. "JOSHIN MARU" Capt. T. Norishima, Wednesday, 28th Nov., at 8 a.m.
 S.S. "KAIO MARU" Capt. Murakami, Sunday, 3rd Dec., at 10 a.m.

*Calling at Tamsui, Keelung via Swatow and Amoy.

These Formosa Liners will arrive at and depart from the SOON YIP WHARF near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO:-

H. YAMAUCHI, Manager.

Tel. Nos. 744 & 745.

No. 1, Queen's Building.

THE EASTERN & AUSTRALIAN MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	6th December.	28th Dec. at 11 a.m.
ST. ALBANS	6th January.	27th Jan. at 11 a.m.

These steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State rooms have Electric Fans. A qualified Doctor and Stewards are carried. All Steamers fitted with Wireless Telegraphy.

For further particulars, apply to GIBB, LIVINGSTON & CO. Agents.

NATAL LINE OF STEAMERS

PARING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CAIRO, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO. LTD. AND APCAR LINE.

Proposed sailings from Hongkong.

Steamers from Hongkong, on or about, Connecting at Calcutta with On or about

For Freight and further particulars apply to BODWELL & CO. LTD. Agents.

HONGKONG-NEW YORK.

REGULAR SAILINGS VIA PORTS AND SUZZARD PANAMA CANALS.

(With liberty to call at the Malabar Coast).

For BOSTON & NEW YORK.

It is intended that the above vessel will proceed via Panama Canal.

For Freight & further particulars, apply to BODWELL & CO. LTD. Agents.

THE NANYO YUSEN KAISHA (SOUTH SEA MAIL S.S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Surabaya.

Sailings on or about:

S.S. "PCKYO MARU" For Moji, Kobe & Yokohama, 28th Dec.

S.S. "HIJUN MARU" For Batavia, Samarang, Surabaya, Macassar & Balikpapan, 15th Dec.

For Freight or Passage, apply to BODWELL & CO. LTD. Agents.

SHIPPING

C. N. C. CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SAIGON, CEBU & ILOILO	SHANGHAI	Nov. 29, at Noon
MANILA, CEBU & ILOILO	TAMU	Nov. 29, at 4 p.m.
AMOI & SHANGHAI	SHANGHAI	Nov. 29, at 4 p.m.
PAKHOI & HAIPHONG	SHANGHAI	Nov. 30, at 10 a.m.
SHANGHAI	SHANGHAI	Nov. 30, at 4 p.m.
HOIHOW, PAKHOI & HAIPHONG	SHANGHAI	Dec. 2, at 10 a.m.
SHANGHAI	SHANGHAI	Dec. 2, at 4 p.m.
MANILA, CEBU & ILOILO	SHANGHAI	Dec. 3, at 10 a.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. "LINTIAN" and S.S. "SANUL"

MANILA LINE. Twin Screw Steamers "Chinua," "Taming" & "Tean." Excellent Saloon accommodation amidships. Electric Fans fitted. Extra state-rooms on deck, all "Taming" and "Tean."

SHANGHAI LINE—PASSENGERS, MAILS & CARGO. S.S. "Anhui," "Chenau," "Lushow," "Yingchow," "Shantung" & "Sinkiang," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms. Maintain regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo Hongkong for Shanghai direct every Tuesday, Thursday and Sunday. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 38.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
HAIPHONG	LOKSANG	THURSDAY, Nov. 30, at 7 a.m.
SINGAPORE, PENANG & } LAYSANG		THURSDAY, Nov. 30, at Noon.
ALCUTTA		
SHANGHAI	WINGSANG	FRIDAY, Dec. 1, Daylight.
SHANGHAI, KOBE & MOJI	NAMSANG	SATURDAY, Dec. 2, Daylight.
HAIPHONG	TAKSANG	SATURDAY, Dec. 2, at 7 a.m.
MANILA	LOONGSANG	SATURDAY, Dec. 2, at 3 p.m.
SHANGHAI	YUSANG	SUNDAY, Dec. 3, Daylight.
MAUSANG		WEDDAY, Dec. 6, at Noon.
SANDAKAN	YUENSANG	SATURDAY, Dec. 9, at 3 p.m.

RETURN TOURS TO JAPAN.

These steamers, Katsang, Laysang, and Yongsang leave about every 3 weeks generally call at Shanghai en route for Japan returning via Kobe (Inland Sea) and the Moji to Hongkong. Time occupied 23 days. This service is supplemented by the Yachung, Katsang leaving Hongkong at regular intervals for Yokohama (when sufficient tonnage is offering) Kobe & Moji and returning direct to Hongkong. Time occupied 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified Surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Yanzeze Port, Chafu, Tientsin, Dally, Weihaiwei.

* Taking Cargo on through Bills of Lading to Kuda, Lahad Datin, Simporna, Tawau, Usukan, Jesselton and Labuan.

Under Straits Government, Passport Regulations. All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or Passage, apply to Telephone No. 218.

JARDINE, MATHESON & Co., Ltd., General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are dispatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215.

R.M.S.P. THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO CHANGE WITHOUT NOTICE.

FOR	STEAMERS	DATE OF DEPARTURE
GENOA	MEMONETHSHIRE	End of November

HOMeward.

Sailing to VICTORIA, VANCOUVER, SEATTLE, TACOMA and PORTLAND.

For freight and further particulars, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215, Sub. No. 10.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

WESTWARD.

The above steamer have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For Freight or Passage, apply to

DAVID SASSON & Co., Ltd., Agents.

Telephone No. 215.

SHIPPING

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers. Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCHOW AND RETURN.

(Occupying 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING
HAITAN	Capt. A. H. Stewart	FRIDAY, 1st Dec. at 11 a.m.
HAIPHONG	Capt. J. W. Evans	FRIDAY, 8th Dec. at 11 a.m.

SWATOW

STEAMSHIP	CAPTAIN	LEAVING
HAITAN	Capt. A. H. Stewart	TUESDAY, 28th Nov. at 10 a.m.
HAIPHONG	Capt. J. W. Evans	TUESDAY, 5th Dec. at 10 a.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to

DOUGLAS LAPEAUX & Co., General Managers.

Telephone No. 291.

KING'S BUILDING (Opposite Blake Pier).

Telephone No. 291.

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SHIPPING

P. & O. S. N. Co.

STEAM FOR STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS, AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship "MAITA," Captain C. H. COCHRANE, carrying His Majesty's Mail, will be despatched from this port on or about FRIDAY, the 1st December, 1916, taking Passengers and Cargo for the above ports in connection with the Company's Steamship service from Colombo. Passengers accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables and Tea and Cargo for Italy, France, and London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to the Mediterranean and London. Other Cargo for London etc. will be conveyed via Bombay per s.s. "Nagoya" due in London about 19th January, 1917.

Passes will be received at the Office until 3 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. V. D. FARR, Acting Superintendent.

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